

THE  
OVERLAND AND CHINA MAIL  
PUBLISHED EVERY  
MAIL DAY  
Contains the Weekly News  
of Hongkong and the  
Far East  
Price (including Postage) to any  
part of the world, \$1.00  
per annum.

# The China Mail

ESTABLISHED 1845

AGENTS  
OF THE "OVERLAND MAIL"  
AND "OVERLAND AND CHINA MAIL"  
may be made to our Agents at  
the following ports:-  
CANTON, PATELL & CO.  
FOOCHOW, BACON & CO.  
SHANGHAI, A. & J. WATSON  
YOKOHAMA, KELLY & WATSON  
MELBOURNE, A. & J. WATSON & CO.

No. 16579.

第十三年六月六日

HONGKONG, FRIDAY, JUNE 30, 1916.

民國五年六月三十日

PRICE, \$3.00 Per Month

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
A. S. WATSON & CO. LTD.  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
TEL. 616.

HONGKONG VOLUNTEER  
RESERVES.

Major Nakman, Commanding H.V.R.  
DETAIL.  
On duty till the morning of Saturday  
the 1st July, H.K.V.C.  
On duty till the morning of Saturday  
the 1st July to the morning of Sunday  
the 6th July, A.V.C.  
Orderly Officer for the same period  
Lieut. Sutherland.

PARADES FOR NEXT WEEK.

Monday, 3rd July.—  
Recruits on the Cricket Ground under  
drill instructor Sergt. Oxberry at 5.15  
p.m. Dress: drill order. Machine Gun  
Section at Wellington Barracks under  
instructor Sergt. Bowles at 5.30 p.m.  
Dress: clean fatigue. N.C.O.s class  
of instruction on the road outside the  
Law Courts at 5.15 p.m. Dress: clean  
fatigue. Officers will attend. Signalling  
Section at Volunteer Headquarters at  
5.15 p.m. under instructor Sergt.  
Mitchelmore. Dress: clean fatigue.  
Tuesday, 4th July.—  
A Coy. on the road outside the Law  
Courts at 5.15 p.m. Dress: drill order.  
Mounted Section on the Polo Ground at  
5.30 p.m. under instructor Staff Q.M.S.  
J. H. Hobbs. Uniform to be worn.  
Wednesday, 5th July.—  
Recruits on the Cricket Ground under  
instructor Sergt. Oxberry at 5.15  
p.m. Dress: drill order. N.C.O.s class  
of instruction on the road outside the  
Law Courts at 5.15 p.m. Dress: clean  
fatigue. Officers will attend.

Thursday, 6th July.—  
Recruits on the Cricket Ground under  
instructor Sergt. Oxberry at 5.15  
p.m. Dress: drill order. Machine Gun  
Section at Wellington Barracks under  
instructor Sergt. Bowles at 5.30 p.m.  
Dress: clean fatigue. Mounted Section  
on the Polo Ground at 5.30 p.m. under  
instructor Staff Q.M.S. Talbot. Uniform  
to be worn.

Friday, 7th July.—  
B Co. Kowloon, Dock and Taikoo  
Sections on the Polo Ground at 5.30 p.m.  
Remainder on the road outside the Law  
Courts at 5.15 p.m. Dress: drill order.  
Signalling Section. The following will  
parade at May Road Train Station at 9  
p.m. under Sergt. E. V. McHutchon for  
the practice. Pte. Carter, Capt.  
Goddard, Melbourne, Plummer and  
Rolle. The following will parade under  
L.Cpl. Hill at Kowloon Dock at 9 p.m.  
Pte. Onslow, Higginbotham and Martin.  
Dress: clean fatigue.

Signalling Section.

Signalling Certificates have been  
obtained by the following members of  
the Signalling Section:

First Class. Morse Flag, Sergt. E. V.  
Mitchelmore, L.Cpl. W. Hill, Pte. H. E.  
Higginbotham, J. Martin and P. H. Rolle.

Second Class. Morse Flag, Pte. A. J.  
Graham.

First Class. Semaphore Flag, Sergt.  
E. V. Mitchelmore, L.Cpl. W. Hill, Pte.  
E. E. Goldsmith, C. J. Higginbotham,  
J. Martin, A. J. Carter, P. H. Rolle  
and A. J. Graham.

Second Class. Semaphore Flag—Pte.  
L. A. Coeart, J. A. Plummer and C. D.  
Melbourne.

N.C. Co.

The following N.C.O.s have passed the  
required examination in Platoon Drill  
under the Inspecting Officer—C.O.M.S.  
D. Tullian, Sergt. L. G. Ross, J. H.  
Oxberry, J. L. McHutchon and A. Leach.  
Le. Sergt. A. G. Graham, Corp. C. E. H.  
Beavis, D. Harvey, A. B. Bryson, J. C.  
West, J. Olson, J. W. Deakin, A. Charlton,  
L.Cpl. C. C. Hickling, J. H.  
Smyth, J. C. Logan, H. F. Jackman,  
A. A. Ahern, A. Komphorne, A. S.  
MacKichan, G. A. Walker, and A. Nicol.  
All other M. G. Co. are required to  
pass by the 15th July.

THE HANDY BOAT  
FOR MACAO.

"CHUEN CHOW"  
The ONLY BOAT LEAVING AT 5 P.M.  
EVERY DAY.

Boats again by noon on the following day.

SUNDAY—Leaves Macao 5 P.M.

Arrives Hongkong about 9 P.M.

FAIRS—First Class \$2 Single, \$3  
Return (Balloon).

First Class, 2nd class \$1.50 Return  
(Balloon) (or otherwise).

Second Class \$0.50 Single, \$1 Return.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and 2nd Class  
Accommodation.

Electric Fans throughout. First Class  
Attendant. Simple Saloon and

## INTIMATIONS

## WANTED.

Young PORTUGUESE as PROOF READER and GENERAL ASSISTANT. Knowledge of bookkeeping essential and ability to speak Chinese a recommendation. Apply by letter.

C/o 'CHINA MAIL' Office, Hongkong, June 28, 1916. 784

## WANTED.

COMPETENT STENOGRAPHER and TYPIST for Merchants Office. Only experienced persons need apply. State names of previous employers, salary required, and possible date of engagement.

Send particulars to 'Powhatan', C/o 'CHINA MAIL' Office, Hongkong, June 29, 1916. 789

## WANTED TO BUY.

LLOYD'S REGISTER  
YEAR 1914-1915.  
Offers to 'L. R.'  
C/o 'CHINA MAIL' Office, Hongkong, June 28, 1916. 781

## WANTED.

A YOUNG MAN as OFFICE ASSISTANT, must understand Stenography, Bookkeeping and General Office Work. State experience and salary expected. Address P.O. Box 73, Hongkong June 29, 1916. 786

## WANTED.

FURNISHED HOUSE or FLAT, Higher level. Address "Flat," C/o 'CHINA MAIL' Office, Hongkong, June 3, 1916. 718

## NOTICE.

REUTER BROCKELMANN & CO.  
(In Liquidation).

CREDITORS are required to send in their claims against the above to the Undersigned, St. George's Building, Chater Road, on or before FRIDAY the 30th June, 1916.

SHEWAN, TOME'S & CO.  
Liquidators  
Hongkong, May 31, 1916. 703

**SINGON & CO.**

ESTABLISHED A.D. 1880.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesalers and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Stores, keepers and Shipchandlers. Nos. 35 and 37, Hing Loos Street, (2nd Street, west of Central Market) Telephone No. 615. Hongkong, September 4, 1915.

**NORTH BRITISH & MERCANTILE INSURANCE CO.**  
IN WHICH ARE VESTED THE SHARES OF THE OCEAN MARINE INSURANCE COMPANY, Ltd.

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL Premiums at 31st December, 1914, £23,970,347.

— Authorized Capital £20,000,000.

Subscribed Capital £24,500,000.

Paid-in Capital £23,437,500.

Policy Fund £2,827,047.

Life & Annuity Funds, £17,567,500.

Sinking Fund Account £123,530.

£23,970,347

Revenue Fire Branch £2,881,466

Life and Annuity Branches 2,141,583

Revenue Marine Department 337,233

Other Receipts 478,940

£25,830,223

This is accumulative. Funds of the various Branches are separately invested and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOME'S & CO.

Agents

"A SCOUT IN FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of our children.

ON SALE AT:

EDWARD W. POWELL, Ltd.

MURRAY WILKINSON, Ltd.

MURRAY KELLY AND WALTER, Ltd.

BRITISH WESTLAWN, Ltd.

JOHNSON & CO., Ltd.

AND THE CHINA MAIL, Ltd.

Price 50 Cents.

THE NEW FRENCH REMEDY.

**THERAPION No. 1**

THE FROST PREPARATION.

**THERAPION No. 2**

**THERAPION No. 3**

CURES COLD & WATERY FEVER, DROPSY, & COLD.

THE FROST PREPARATION.

THE NEW FRENCH REMEDY.

**THERAPION**

## INTIMATIONS

## BANK HOLIDAY.

UNDER Ordinance No. 5 of 1915, a proclamation of GENERAL HOLIDAY and the EXCHANGE BANKS will be CLOSED for Business on that day.

Hongkong, June 28, 1916. 782

## FIRE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY 1ST JULY, 1916.

NOTICE is hereby given that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of BUSINESS on SATURDAY, the 1st July, 1916.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, June 29, 1916. 787

## MARINE INSURANCE ASSOCIATION OF HONGKONG.

BANK HOLIDAY 1ST JULY, 1916.

NOTICE is hereby given that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of BUSINESS on SATURDAY, the 1st July, 1916.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, June 29, 1916. 788

## NOTICE.

THE North Point bathing beach and pier are within the boundaries of the Submarine Cable Reserve, and as valuable cables lie here the Company are compelled to take action against the owner of any craft that anchors within the Prohibited Area.

Hongkong, June 27, 1916. 783

## THE ANDERSON MUSIC CO., LTD.

HIGH CLASS.

PIANOS FOR SALE OR HIRE.

CASH OR CREDIT.

TUNING & REPAIRING.

A SPECIALITY.

6, Des Voeux Rd. Tel. 1322

## DAIRY FARM NEWS.

HAMS! HAMS!! HAMS!!!

FARMER HAMS ... 85 cts. per lb.

ROYAL HAMS ... 80 ... "

YORK CUT HAMS ... 65 ... "

COOKED HAM (in Slices) ... \$1. per lb.

THE DAIRY FARM CO., LTD.

68

## JAPANESE MAKERS.

Every kind of Footwear.

## MADE

## TO

## ORDER



## CHERRY &amp; CO.

## PEDDER STREET.

Opposite Hongkong Hotel

Telephone No. 471.

Hongkong, March 20, 1916.

## THE NEW FRENCH REMEDY.

## THERAPION No. 1

THE FROST PREPARATION.

## THERAPION No. 2

## THERAPION No. 3

CURES COLD & WATERY FEVER, DROPSY, & COLD.

THE FROST PREPARATION.

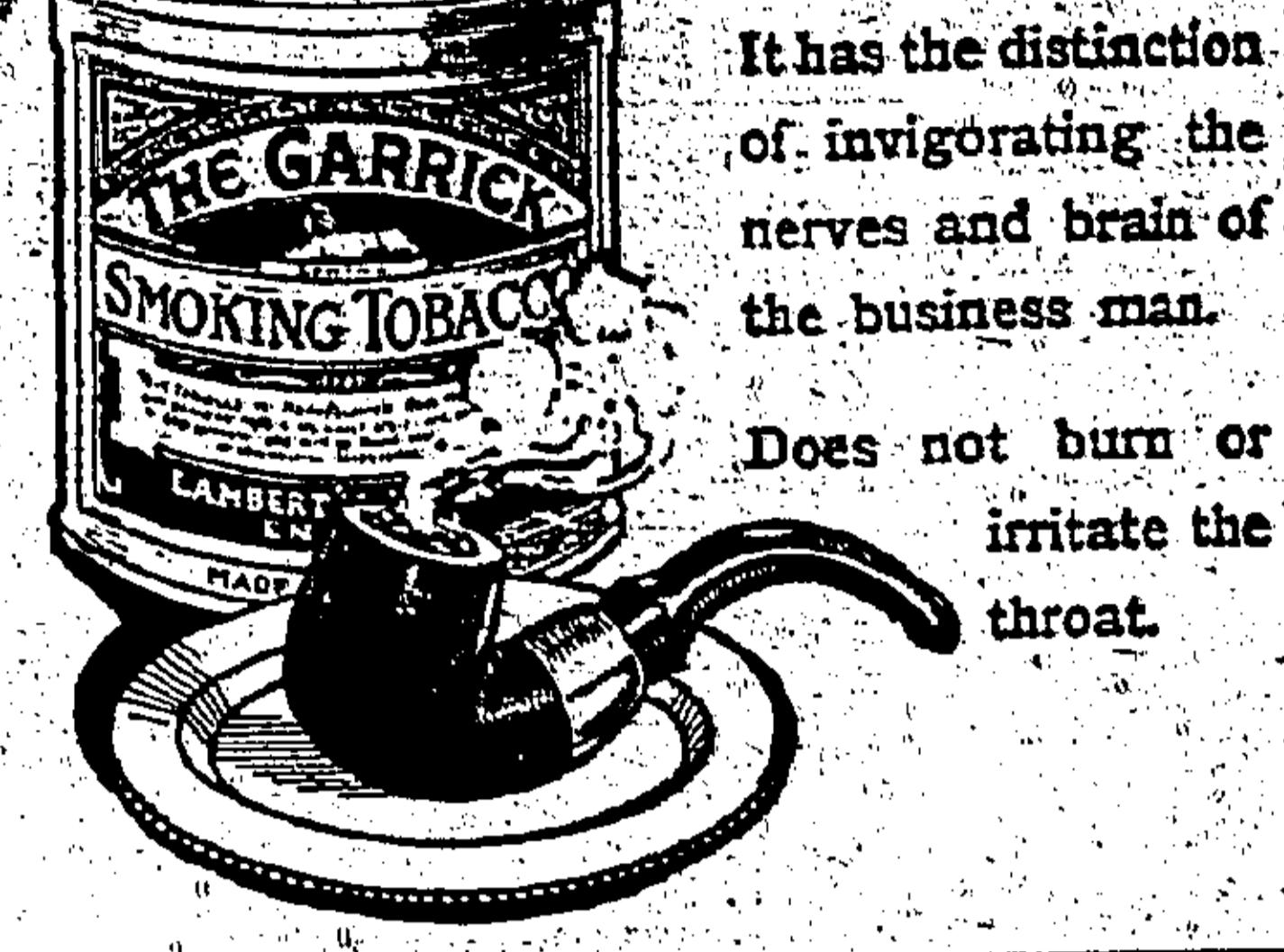
## THE NEW FRENCH REMEDY.

## THERAPION

## Smokers of discrimination always select

the

## GARRICK SMOKING TOBACCO



## SCOTTISH SPORT.

(From Our Own Correspondent)

EDINBURGH, May 24.

CRICKET.

The week-end cricket was surprisingly full; but most of the games had some relation to school cricket, the purely senior engagements were few in number. All the public schools have now made at least one appearance and it is possible to arrive at some estimate of their prospects. Thus Edinburgh Academy did well against a strong eleven of the 15th Argyle and Sutherland Highlanders. Such well-known performers as C. S. Paterson of the Carlton, R. C. E. Moffat of Ayr, and A. F. Lakeman of Lenzie were included in the military side. Loretto had a satisfactory win over Mr. A. G. Spence's eleven, and promise to develop into an efficient team. Pettes had no fixture, but Mallinson, Conway, Ross, Houston, and Davis are again available, and have thus the foundation of experience so necessary to success. Although Merchiston have no cricketers of outstanding ability in residence, they have eight of last year's eleven still at school.

It is mentioned that 660 Merchantmen have been killed, 79 wounded, 5 taken prisoners, and 7 missing. All the 1914 cricket eleven received commissions, and two, T. B. Lyle and D. H. Hutchison, have died for their country, while E. G. Broadbatt has figured in the casualty lists as severely wounded. Sir Alfred Keppel, Director-General of the Army Medical Service, who is rector of the college, mentioned two prominent instances of the necessity of freeing ourselves from dependence upon other countries for certain industrial essentials.

The first was optical glass, which was now almost entirely made abroad, although not long ago England was a great producer of optical instruments and glass. The second concerned economic botany, which he said, had been entirely neglected in this country, although it afforded the greatest opportunities for the development of the resources of the Empire. Hitherto the vegetable industry, though dependent on British commercial enterprise and capital, had depended entirely on German science.

Sir Alfred pointed out that the college was the largest and most fully equipped scientific educational institution in the Empire. "We want the industrial people to come here and tell us their problems," he said, "and to let us work them out for them."

Mr. Arthur Aspinwall, a former Minister for Education and chairman of the Board of Governors, speaking of the difficulties of securing grants for scientific education, said: "I still remember the frown on Mr. Gladstone's face when Sir William Harcourt held me up as the only member of the Cabinet, because I had estimated another quarter of a million (Laughter). Whenever I go to Downing Street now I still seem to see that august frown of Mr. Gladstone's."

## INTER-SCHOLASTIC SPORTS.

At the 17th annual inter-scholastic sports promoted by the Scottish Amateur Athletic Association, representatives were forward from eleven schools. Watson's College again put in an appearance after an interval of some years. The sport was good, and the appearance well above the average. Most of the leading honours went to Watson's, five of the open events falling to them, each event won by a different boy. F. C. Stewart, in the hurdles, a

little boy, was the best in the race.

Lee Yee's HAIR DRESSING SALON.

Electric Facial Massages with

Massage Cream, Perfume.

By

EXPERIENCED HANDS.

Novels, Magazines,

Ladies' Fashion Books and

Toilet Requirements.

12, D'Aguilar Street,

Hongkong, July 5, 1916. 531

WATERBURY'S METABOLIZED COD-LIVER-OIL COMPOUND.

The great preparation made for combating winter coughs.

Waterbury's Cod-Liver-Oil Compound.

Only a tenth of a grain daily.

Waterbury's Cod-Liver-Oil Compound.

Only a tenth of a grain daily.

Waterbury's Cod-Liver-Oil Compound.

Only a tenth of a grain daily.

Waterbury's Cod-Liver-Oil Compound.

Only a tenth of a grain daily.

Waterbury's Cod-Liver-Oil Compound.

Only a tenth of a grain daily.

Waterbury's Cod-Liver-Oil Compound.

Only a tenth of a grain daily.

Waterbury's Cod-Liver-Oil Compound.





## THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

## THE WESTERN FRONT.

## THE VERDUN SECTOR.

## FRENCH MAINTAIN THEIR SUPREMACY.

PARIS, June 20.

To-day's *communiqué* says:—  
A German counter-attack north-east of Hill 321 was repulsed with grenades, and another attack between Fleury and Vaux Wood was immediately stopped by our curtain of fire. The situation at Thiaumont is unchanged.

PARIS, June 20.

Last night's *communiqué* says:—  
There is a continuous bombardment with heavy guns in the Avesnes and Châtelauneuf sectors, on the left of the Meuse. Preparations for an attack were observed in the German trenches east of Hill 304, but we prevented the debouching of their infantry by our artillery.

We progressed by means of bombing on the right of the Meuse, north of Hill 321, and in the vicinity of the Thiaumont work.

The Germans in Champagne, after artillery preparation, penetrated some small posts in the direction of the Tadoue salient, but counter-attacks promptly ejected them.

## BRITISH ACTIVITY.

## MORE GERMAN TRENCHES RAIDED.

LONDON, June 20.

General Sir Douglas Haig reports:—  
Last night we railed the enemy's trenches at several points, bombing the enemy and inflicting casualties.

The German trenches near Arges were found to be badly damaged by shelling, and the enemy had apparently suffered from our successful discharge of gas.

Nez la Basse Road a raid by the Highland Light Infantry took 46 prisoners and captured two machine-guns. They destroyed two enemy mine-shafts, losing only two wounded.

To-day the enemy exploded small mines near Nez la Basse and Halbache. The only result was some slight damage to one sap. We successfully exploded two mines south of the Bathanne—La Basse Canal.

## FURTHER ITALIAN PROGRESS.

ROMA, June 20.

According to *l'Amministratore*, says:—  
Although the strong positions now reached by the enemy has largely increased his resistance we made considerable further progress, especially at Posina, Astico, and Asiago.

## RAPID RETREAT OF THE ENEMY.

ROMA, June 20.

The retreat of the Austrians was due to the brilliant success of the Italian right wing, threatening the enemy's communications. The Austrian centre fell back so precipitately that the Italian cavalry was sent up to engage their rearguard till the infantry was able to come up.

An Austrian Army Order has been found which ends with the words: "Good wine and the beautiful women of Italy await us."

## SUBMARINE WARFARE.

## A JAPANESE STEAMER SUNK.

LONDON, June 20.

The following vessels have been sunk:—  
The steamers *Daiyemon Maru* (Japanese), *Clara* (Italian), and *Wachtmeister* (Dutch), and the sailing ship *Azoresina* (Italian).

## WAR RISKS INSURANCE REDUCED.

LONDON, June 20.

The diminution of submarine dangers is indicated by the reduction of the Liverpool Marine Insurance rates for war risks to 1 per cent.

## AMERICA DEMANDS FROM AUSTRIA A PROMPT APOLOGY.

WASHINGTON, June 20.

Prolonged negotiations between America and Austria regarding the attack by an Austrian submarine in the Mediterranean on the steamer *Petrolite* have culminated in a sharp American Note to Austria, describing the attack as "a deliberate insult to the flag of the United States, and a violation of the rights of American citizens, and demanding a prompt apology, the punishment of the submarine commander, and the payment of an indemnity."

## WAR TAXATION IN HOLLAND.

THE HAGUE, June 20.

The Second Chamber has voted a bill providing for a 10 per cent. tax on income, ranging to £10,000 on property, and income, ranging to the war conditions.

## THE EASTERN FRONT.

## GREAT GERMAN ATTACK NEAR RIGA.

## REPULSED WITH HEAVY LOSSES.

PETROGRAD, June 20.

The Germans, south-east of Riga, on Monday night, after violent artillery preparation and the release of gas, attacked in great strength in the direction of Pulkovo, but the Russians, who had been opportunely reinforced, repulsed them and inflicted heavy losses on the enemy.

Attempts of the enemy to attack south of Krevo and on the Stokhod were also repulsed.

The enemy is endeavouring by every means to check the Russian advance in Pulkovo by attacks on our bridge-builders, but the latter are successfully carrying out their work with the greatest self-sacrifice.

## VON HINDENBURG'S OBJECT.

There has been keen speculation in Petrograd as to whether Field-Marshal von Hindenburg will make a general attack between Riga and the Pinsk Marshes. Experts are inclined to doubt his capacity to undertake a broad offensive, even though reinforced. Hence the Pulkovo offensive, mentioned above, may be only one more of the recent numerous sporadic German attacks on this front.

The Germans on the Styr and Stokhod front are now apparently definitely on the defensive.

## AUSTRIANS SEEK REFUGE TO RUMANIA.

London, May 20.

A striking reference to the success of anti-submarine operations of the British and Allied Fleets appears in the latest issue of the "Scientific American." The passage runs as follows:—

"A prominent American business man, who has recently returned from an extended business trip among the belligerent nations of Europe, tells us he was reliably informed that the Allies had netted a total of 130 submarines. Not long before this our Navy Department learned through its own private sources of information the total number of submarines captured, or destroyed by this and other means was 127."

## ENEMY SMUGGLING CATTLE.

London, May 20.

A message from Bucharest states that the smuggling of 100,000 head of cattle into Austria-Hungary during the winter has caused a public outcry in Rumania. The Government opened a strict enquiry, though it is deemed improbable that all the culprits will be brought to book.

Rotterdam, May 20.

Yesterday 2,000 head of cattle, also for Germany, were entrained with thousands for Belgium. The Dutch country roads are choked with the movement of cattle. Owing to the removal of the prohibition of export, Germany has bought 32,000 head, paying an enormous price.

## AFTER KUT.

London, May 20.

"Eye-Witness" in a letter from Mesopotamia, dated May 13th, writes:—

"A doctor just returned from Kut tells me that British soldiers taken at an earlier stage in the campaign are teaching the Turks to play football. While he was evacuating the wounded a Turkish officer asked him if he would not take of the German officers too and rid the Turks of them."

"One of the naval ratings on board a British steamer which went up to take off the wounded recognised an acquaintance ashore in the person of a German petty officer, late of the Goeben. The man had been a waiter in England and spoke English well. The skipper of the British ship, observing this unauthorised conference and fearing trouble, called the Englishman back. 'All right, sir,' he said, 'I was just asking him when they would not take of the German officers too and rid the Turks of them.'

## BRITISH HISTORY OF THE WAR.

London, June 20.

It is announced that the History of the War will be based on material collected by the historical section of the Committee of Imperial Defence and will be published as soon as possible after the war. The work will be in three sections, namely, Naval, Military, and the effect of the war upon seaborne trade. The Naval section will be entrusted to Mr. Julian Corbett (Lecturer in History to the Naval War College) and the Military to the Hon. John Fortescue (Librarian at Windsor Castle, and the author of a History of the British Army and other works on the Army). The question of a separate Indian section will be considered.

## DR. LIEBKNECHT SENTENCED TO PENAL SERVITUDE.

Washington, June 20.

Dr. Liebknecht, the noted German Socialist, has been sentenced to two and a half years' penal servitude for participating in a demonstration in Berlin at the beginning of May.

## BAMBOO ABSOLUTE CONTRABAND.

London, June 20.

The *Guardian* announces that bamboo is declared absolute contraband.

## VICOUNT CRIGHTON KILLED.

London, June 20.

It is definitely announced that Viscount Crichton, son of the Earl of Crichton, who has been reported missing since November 1915, has been

## AMERICA AND MEXICO.

## IMMEDIATE DANGER OF WAR AVOIDED.

WASHINGTON, June 20.

Immediate danger of war has been averted by the release of the American prisoners taken at Carrizal.

## CASEMATES' DEFENCE.

DENIES HE URGED TO FIGHT FOR ENEMY.

LONDON, June 20.

Sir Roger Casement, in a statement in his defence at his trial at the High Court, says he never advised the Irish to fight with the Turks and Germans. He had always urged that they had no right to fight except for Ireland. He hotly denied that he got the rations for the Irish prisoners in Germany reduced. He never had a penny of German money. The rebellion in Ireland was not incited from Germany nor was German gold used in connection with it.

## THE ECONOMIC CONFERENCE.

LONDON, June 20.

Mr. Asquith hopes to make a statement early next week on the steps the Government intend to take on the resolutions passed at the Economic Conference.

## SCHOOL FOR ORIENTAL STUDIES.

LONDON, June 20.

The Governors of the London School for Oriental Studies have co-opted Mr. C. C. McLeod and Sir Montague Turner and have asked the China Association to nominate a member in accordance with the Charter for three appointments, with special regard to the interests of commerce.

## WAR NEWS.

BIG BAG OF SUBMARINES.

London, May 20.

A striking reference to the success of anti-submarine operations of the British and Allied Fleets appears in the latest issue of the "Scientific American." The passage runs as follows:—

"A prominent American business man, who has recently returned from an extended business trip among the belligerent nations of Europe, tells us he was reliably informed that the Allies had netted a total of 130 submarines. Not long before this our Navy Department learned through its own private sources of information the total number of submarines captured, or destroyed by this and other means was 127."

## IMPROVEMENT IN CHINESE DEMAND FOR COTTON.

LONDON, June 20.

Messrs. Pollock and Co. of Kotwall, cotton and yarn brokers, of Hong Kong, in their report state that the port of Foshan has been marred by a remarkable broadening of demand, resulting from a better movement of goods into the interior and in the face of a steadily rising exchange.

Dealers have ventured purchases on a decidedly free scale and at rates which, on an average, show an advance of 2 to 3 dollars on the last "ruling."

Transactions to the tune of 11,000 bales have been recorded and a still larger figure should have been reached were it not for the reluctance on the part of some holders to unload at the prices offered.

The demand has emanated principally from Yunnan, which province has for some time been the backbone of our market, and Yunnan ships have, of consequence, been strongly in evidence.

The disparity between Foshan and China is gradually narrowing and unless Silver shows violent fluctuations a series of firm and active markets may be looked forward to.

## THE KOWLOON CINEMA PROJECT.

The Kowloon Cinema, of which we informed the public some six weeks ago, is shortly to be an accomplished fact, and we have it from the promoters that the opening night may be expected about next Thursday. It is to be an open air cinema within an enclosure on that vacant plot of ground near the Kowloon Post Office and on the main road to the Ferry. The enterprise has been well spoken of by the residents of Kowloon and Hongkong as filling a want. There is no reason why the show should not be as popular even if not more so than its forerunner on the Wigwam Tennis Club ground which came to a premature end through the efforts of a few upper-class distressed people who, by the way, are the new cinema will not "lend itself to any such complaints, for it is well away from all residences and yet conveniently situated, and has the further advantage of being exposed to the evanescing zephyrs which reach it from any quarter.

The enclosure is 130 feet by 80 feet and there will be seating accommodation for 1,000 persons. The seats to be installed are of a new and improved pattern—in fact a real comfortable chair, and not a prison stool. The show will be run on sound business lines and the public support accorded to the enterprise is as good as there is every reason to expect it will not be long before Kowloon has a permanent building.

## GERMANS AND VERDUN.

A writer in the "Morning Post," who has evidently made a study of the German papers and their attitude towards the attack on Verdun, shows how their comments have gone through four different phases thus:—

Phase I.—At the commencement everything had been arranged to ensure an overpowering attack on Verdun, accompanied by a proclamation by the Crown Prince and with the German Emperor present at the finish. Nevertheless, the newspapers maintain a prudent reserve, being content simply to record the first successes. It can be understood that the General Staff is unwilling to loose the Press until such time as it may be able to send the sensational message: "Verdun taken." In the "Munich Neueste Nachrichten," however, Colonel Medicus is allowed to write:—

"The circle is growing appreciably tighter round the fortress. So a great and decisive success may be recorded, the consequences of which must speedily make themselves felt."

Phase II.—At this very time the German wireless stations were announcing the news that the armoured fortress of Douaumont had been captured, under the very eyes of the Emperor himself. Thereupon the German Government, forsaking its reserve, let go the Press, one of the *Reichs* papers being permitted to remark:—

"The successful attack on the Fort of Douaumont, which makes a break in the most vulnerable part of the surrounding defences, suggests the imminent fall of the fortress itself (Verdun). Certain it is that the men who were not stopped by the defences of Bapaume and by the northern forts of one of the most powerful fortresses in France will not be brought to the half before lines of inferior solidity."

The military critics, writing under inspiration, began to compare the operations against Verdun with those which reduced Liege and Antwerp to subjection. But the "speedy success," announced was slow to arrive, so on the 27th February the "Frankfurter Zeitung" was compelled to recommend patience while assuring the Fatherland that ultimate success was fully assured.

On the 10th March, Germany thought the hour of triumph had arrived with the (alleged) capture of the Vaux fort, and the Press went into ecstasies, particularly the "Frankfurter Zeitung" and the "Vossische Zeitung."

All this enthusiasm was wasted because the Vaux fort had, in fact, never been captured at all.

Phase III.—Further patience is recommended in the German Press; and, pending, the announcement of more glorious successes, the newspapers are compelled to fill their pages with articles belauding the system of the Headquarters Staff, its slow but certain methods, etc., while the avowed military critics, who have become more modest than before, are chiefly concerned to show why and how the campaign must necessarily be slow of development.

Meanwhile the German Command had been redoubling its attacks both in number and in intensity, their futility being only too plainly shown by the piles of German dead left all along the front after each engagement.

Phase IV.—On the 18th April, the "Hamburger Nachrichten" printed a long article purporting to show that the German offensive did not aim at the capture of Verdun. "Is Verdun impregnable or not?" it inquired. "We will not discuss the question now, but will leave it for the future to decide. For the moment we will simply show the results we have already achieved."

The object of warfare is to put out of action the opposing forces. Fortresses in themselves are of no value except as forming support for an army, or in certain circumstances as the starting point of an attack."

"We learned recently that the great French offensive in the direction of Metz—an offensive which had to rely on Verdun—aimed at capturing Alsace-Lorraine and was timed for the 15th April. But the prices local tea merchants had obtained for their early deliveries prompted them to increase their late second and third crop supplies as much as possible, and these arrived from the country on a very dull market. After stock had increased to an unprecedented quantity, and the seriousness of the situation had been realised by the natives concerned, concessions in price were forthcoming. The market continued to fall until it may fairly be said, a greater part of the profits made by the natives early in the season were lost on these later teas.

The stocks had been greatly reduced by the end of the year, a not inconsiderable proportion of those later teas having been shipped to Russia.

Great and increasing difficulty was experienced throughout the season in connection with the shipment of tea, and these restricted facilities are not likely to be without their effect on the disposal of the balance of the crop."

## THE FOOCHOW TEA TRADE.



## SHIPPING

P. & O. S. N. CO.  
ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
MARSEILLES AND LONDON,  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hong- kong Noon	Connecting Mail Steamer from Colombo	Due at Marseilles	Due London
			1916	1916
NYANZA	Sat. July 1	Through Steamer	Aug. 4	Aug. 13
WELLER	Thu July 13	Through Steamer	Aug. 18	Aug. 27
WANKIN	Fri July 25	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	* Kaiser I-Hsien	Sept. 11	Sept. 18
NORE	Aug. 25	* MOOLTAN	Sept. 25	Oct. 2
MALTA	Sept. 8	* KASHGAR	Oct. 9	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18

Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in  
Hongkong at the time of booking.

On the Australian Royal Tickets Interchangeable with Orient Line.  
SAILINGS DIRECT TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

S. S.	Leave Hongkong About
NANKIN	TUESDAY, 4th July.
NOVARA	SATURDAY, 15th July.
SOMALI	MONDAY, 17th July.
NORE	SATURDAY, 29th July.
MALTA	SATURDAY, 13th August.

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,  
INTERMEDIATE (Non-Transhipment) STEAMERS  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO  
AND PORT SAID,  
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

STEAMERS	Leave Hong- kong about	Leave S. S. about	Due at Marseilles if calling about	Due London about
SOMALI	Aug. 16	Aux. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished  
with a Bedside Reading Lamp.

Passenger Tickets Interchangeable with the British India Co.  
Return Tickets at "one and a half available to Europe for Two Years" or to  
Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled  
or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
E. V. D. PARR,  
Acting Superintendent.

CHINA MAIL S. S. CO., LTD.  
FREIGHT AND PASSENGERS.  
S. S. CHINA  
WILL SAIL FROM HONGKONG FOR  
SAN FRANCISCO  
VIA SHANGHAI, NAGASAKI, YOKOHAMA & HONOLULU  
SEPTEMBER 5 - NOVEMBER 11.  
AN UNSURPASSED HIGH CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.  
O. H. BITTER, Freight and Passenger Agent,  
Prince's Building, Ice House Street.

INDIAN AFRICAN LINE  
Cargo carried on through Bills of Lading from HONGKONG to BEIRU,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and  
CAPE TOWN, calling at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.  
PROPOSED SAILING:  
From HONGKONG: Connecting with From Colombo:  
20th July. S. S. "GUJARAT" 17th August  
EXCELLENT ACCOMMODATION FOR 1st AND 2nd CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.  
Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRU,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and  
CAPE TOWN, calling at MACAUSAN, en route and affording the Quickest Freight  
Transport from the ORIENT to SOUTH AFRICA.  
PROPOSED SAILING:  
S. S. "SALAMIS" from Hongkong 16th August  
For Rates of Freight apply to THE BANK LINE, LIMITED  
MAXAINE, AFRICA.

ELLERMAN'S LINE.  
Ellerman & Bucknall Steamship Co., Ltd.  
JAPAN, CHINA AND STRAITS  
TO  
UNITED KINGDOM & CONTINENT.  
S. S. "SALAMIS" from Hongkong 16th August  
For Rates of Freight apply to THE BANK LINE, LIMITED  
MAXAINE, AFRICA.

THE BANK LINE, LTD.  
Ellerman & Bucknall Steamship Co., Ltd.  
JAPAN, CHINA AND STRAITS  
TO  
UNITED KINGDOM & CONTINENT.  
S. S. "SALAMIS" from Hongkong 16th August  
For Rates of Freight apply to THE BANK LINE, LIMITED  
MAXAINE, AFRICA.

## COMING OUT "THE CITY."

THE GUILDFORD TRIBUNAL AT  
WORK.

The City Tribunal is the hardest-  
worked recruiting court in the country,  
says the "Daily Chronicle." The busi-  
ness houses which have their offices in  
the City come before this Court. The  
magnitude of the work will be gathered  
from the fact that the Court deals with  
hundreds of appeals a day, and there are  
still 23,000 on the waiting list. It looks  
as if the Court will have to divide itself  
into two tribunals in order to overtake  
the arrears. The congestion is due to  
the large number of men who are still  
to be recruited but to the number of  
appeals.

Sir Vandy Strong is the chairman of  
the tribunal. Other members include  
Mr. C. J. Drummond, who represents  
Labour; Mr. Deputy Main Cross, Coun-  
cillor T. F. Rider, Councillor Wilkinson,  
and Mr. Garrard, the vice-chairman of  
the Baltic. They carry out their duties  
in a more conscientious way. The  
chairman is a model of judicial decision.  
He is at great pains to explain to  
applicants the attitude which the Court  
assumes and the grounds upon which its  
judgments are based. The employers  
interpret "indispensability" from their  
own point of view, whereas the Court  
must take the point of view of the nation.  
Loss and inconvenience, the chairman  
brushes aside as the common lot of every-  
one in war. The difficulty of replacing  
men, either by men over military age or  
by women, he minimizes. The desire for  
postponement he discourages, as other-  
wise, he says, we would get no men at all.

## THE BRITISH LION'S SHARE:

ARMIES, A FLEET, AND MANY  
OTHER THINGS.

A Paris correspondent of a London  
contemporary writes:

A timely protest on the freight question  
from an English correspondent

appears in *Le Temps*.

The proper remedy, says the

writer, is to build ships and

steamships.

Meanwhile, as

ships are hard and very costly to build,

we should

keep them in the water.

It is very doubtful if the

British and Co. had any tickets for the

steamship, and in all probability, Dew

is strongly suspected of having

done on former occasions, circulated

forged tickets.

THE BRITISH LION'S SHARE:

ARMIES, A FLEET, AND MANY  
OTHER THINGS.

A Paris correspondent of a London

contemporary writes:

A timely protest on the freight question

from an English correspondent

appears in *Le Temps*.

The proper remedy, says the

writer, is to build ships and

steamships.

Meanwhile, as

ships are hard and very costly to build,

we should

keep them in the water.

It is very doubtful if the

British and Co. had any tickets for the

steamship, and in all probability, Dew

is strongly suspected of having

done on former occasions, circulated

forged tickets.

THE BRITISH LION'S SHARE:

ARMIES, A FLEET, AND MANY  
OTHER THINGS.

A Paris correspondent of a London

contemporary writes:

A timely protest on the freight question

from an English correspondent

appears in *Le Temps*.

The proper remedy, says the

writer, is to build ships and

steamships.

Meanwhile, as

ships are hard and very costly to build,

we should

keep them in the water.

It is very doubtful if the

British and Co. had any tickets for the

steamship, and in all probability, Dew

is strongly suspected of having

done on former occasions, circulated

forged tickets.

THE BRITISH LION'S SHARE:

ARMIES, A FLEET, AND MANY  
OTHER THINGS.

A Paris correspondent of a London

contemporary writes:

A timely protest on the freight question

from an English correspondent

appears in *Le Temps*.

The proper remedy, says the

writer, is to build ships and

steamships.

Meanwhile, as

ships are hard and very costly to build,

we should

keep them in the water.

It is very doubtful if the

British and Co. had any tickets for the

steamship, and in all probability, Dew

is strongly suspected of having

done on former occasions, circulated

forged tickets.

THE BRITISH LION'S SHARE:

ARMIES, A FLEET, AND MANY  
OTHER THINGS.

A Paris correspondent of a London

contemporary writes:

A timely protest on the freight question

from an English correspondent

appears in *Le Temps*.

The proper remedy, says the

writer, is to build ships and

steamships.

Meanwhile, as

ships are hard and very costly to build,

we should

keep them in the water.

It is very doubtful if the

British and Co. had any tickets for the

steamship, and in all probability, Dew

is strongly suspected of having

done on former occasions, circulated

forged tickets.

## HONGKONG POLICE RESERVE.

No. 1 COMPANY.  
Staff Inspector Mackenzie, Imports and Exports officer, will take command of No. 1 Company during the absence on leave for a period of nine months of Inspector Lammett.

BAND COMMITTEE.  
The Band Committee will meet at this station on Tuesday, July 4th, at 8.30 p.m. ORCHESTRA PRACTICE.  
Wednesday, July 5th, at Club Fusitano 6 p.m. EQUIPMENT ROOM.

The final sitting of this Board will take place at the Central Police Station on Tuesday, July 4th, from 1.30 p.m. to 3.30 p.m.

The A.S.P.R. (Musketry) Sergeant, E.O. Surgeon Inspector and Sergeant Wilks will attend.

Equipment officers and Section Com-

manders are required to warn all

"details" to attend.

TAILOR.  
The Tailor will attend at the D.S.P.'s office between the hours of 12.30 and 1.30 p.m. from Monday, July 3rd to Friday, July 7th both days inclusive. Equipment officers, &c. will see that all uniform requiring attention is handed to the Tailor during the above period.

NO. 1 PLATOON.  
The following will parade at Central Station at 1.30 p.m. on Wednesday, July 4th in marching order:—Alaricin, Caldwell, Mr. E. Edwards, Gerken, Joseph, E.R. O'Connor, Rapp, Rosser, Tobias, Wattie, Wilson, Wyke, Mutton, J.A. Pear- son and Spalding.

JOINED:  
Maxim Gunners—F. D. Silas.  
F. C. JENKIN.  
D.S.P. (R.).

COMPARE  
THE  
WORK!

## THE ROYAL TYPEWRITER.

ALEX. ROSS &amp; CO.

116-17, 4, Les Vieux Tend, Central.

## TO LET

## SHIPPING

## ARRIVALS.

June 29.  
Otoea Maru, Japanese steamer, 912.  
Nomura, Keelung June 26, General—O. S. K.June 30.  
Nyanya, British str. 4,181, J. Gaunt,  
Yokohama June 18, Mails and General—P. & O. S. N. Co.

Finchow, British steamer, 1,216, W. Jones, Shanghai June 25, General—BUTTERFIELD &amp; SWINE.

Kiau-pong, British str. 1,675, J. B. Evans,  
Haiphong and Hollow June 29, General—

BUTTERFIELD &amp; SWINE.

Atalante, French str. 8,446, Char-  
bonnel, Marseilles and Saigon June 27,Mails and General—MESSAGERIES MAR-  
ITIMES.

DEPARTURES.

June 30.  
Putching, for Moji.

Castledene, for Saigon.

Shantung, for Shanghai.

Dixia Maru, for Taichow.

Halvard, for Swatow and Bangkok.

Aeuchow, for Canton.

Poole, for Chefoo.

Hatching, for Swatow and Foochow.

Loengtak, for Manila.

Glenallock, for Amoy.

Nyanya, for Canton.

CLEARED.

Nyanya, for Europe.

Atalante, for Shanghai and Yokohama.

Kumakata Maru, for Moji.

Hongkong, June 28, 1916. 783

ARRIVED.

Per Nyanya, for Hongkong: from

Yokohama, Mr. F. F. Scull; from Shang-  
hai, Mr. H. P. King. From Yokohama:

for London, Mr. R. Gant. From Kobe:

for Singapore, Mr. M. Benson; for Lon-  
don, Mr. F. H. Collyer; from Shang-  
hai: for Singapore, Mr. C. O. Schaefer.

for Marseilles, Mr. E. Baillif, Mr. P. H.

Lacou: for London, Mr. G. Hooper and

child, Miss O. C. Humphreys, Mr. V.

Bolitho, Mr. H. P. Cox.

Per Yingchow, from Shanghai, Mr.

Russell, and Miss Bridger.

Per Atalante, for Hongkong: from

Singapore, Mr. J. J. Byrne and 2 chil-  
dren, Mr. F. G. Forrester, Mr. A.

Campbell, Mr. Hakumall: from Saigon,

Mr. Dornfeyen, Mr. Salmonson.

SHIPPING REPORTS.

The British steamer Nyanya from

Shanghai reports: Strong monsoon gale.

The British steamer Yingchow reports:

From Shanghai to Lamock, strong to

moderate wind and high sea. From

Lamock to Hongkong, fine with light

swell.

STEAMERS EXPECTED.

Mails.

The Toyo Kisen Kaisha s.s. Kyo Maru

left Moji for this port on Tuesday,

the 27th inst. at daylight with the

S.A. &amp; U.S. Mails, and is due here

on Saturday, the 1st July.

The P. &amp; O. S. N. Co.'s s.s. Nankai left

Singapore for this port on the 23rd

instant, a.m. with the outward

English Mails, and is due here on

the 3rd July at about 8 a.m.

Other Vessels.

The O. S. N. Co.'s s.s. Saigon Maru left

Moji for this port on Friday last with

the Jarai Mail, and is due here on

the 30th inst. at about p.m.

The Toyo Kisen Kaisha s.s. Kyo Maru

arrived at Yokohama on 22nd

June, will leave there for Hongkong

on June 25, and is due here on or

about 26th July.

The Toyo Kisen Kaisha Co.'s s.s. Daiven

Maru arrived at Yokohama on

Tuesday, the 27th inst. and left

there for San Francisco, where she

is due on 27th July.

TO LET.

HOUSE in Kowloon.

No. 2, Lyceum Villas.

Apply to:

CHANG YUK SHU,

C/o YEE SANG FAT Co.

34, Queen's Road Central.

Hongkong, May 22, 1916. 880

TO LET.

HOUSE in Kowloon.

No. 2, Lyceum Villas.

Apply to:

CHANG YUK SHU,

C/o YEE SANG FAT Co.

34, Queen's Road Central.

Hongkong, May 22, 1916. 880

TO LET.

OFFICE in Princes Building.

King's Buildings.

Conduit Road, LIPTON GARDENS.

No. 1, HILL.

Nos. 1 &amp; 2 West End The Peak.

21, Wong-nai-chong Road, CANTON.

Apply to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

HOUSE in Kowloon.

No. 2, Lyceum Villas.

Apply to:

CHANG YUK SHU,

C/o YEE SANG FAT Co.

34, Queen's Road Central.

Hongkong, May 22, 1916. 880

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28, 1916. 542

TO LET.

OFFICE in 2, Connaught Road.

Kowloon.

Applies to:

HONGKONG LAND INVEST-  
MENT AND AGENCY CO.

7, Queen's Road Central.

Hongkong, June 28,